



Proposed Bicycle-Skateboard Law Changes - Monday, November 18, 2013

Comment Form Input

Proposal 1 – Allow electric assisted bicycles to be used on off-street shared use paths

Should Eugene laws be changed to allow electric assisted bicycles on off-street paths?

Circle

YES 15 NO 5

If no, what are the issues with electric assisted bicycles on paths?

Electric assist bicycles are growing in use and should be allowed. People with kids, groceries, or other cargo should be able to get a “boost” when need be.

No reason to expect any better behavior than skateboarders and bicyclists

Scary for walkers and cyclists. Dangerous. It’s bad enough already with all of the cyclists and skateboarders on city sidewalks

Speed; post and enforce speed limits

If yes, this is a slippery slope

Need speed limits comparable to bicycles, no faster or could be dangerous to pedestrians and even to normal bicycles

Proposal 2 – Expand the downtown bicycle and skateboard “no sidewalk riding zone”

Should the downtown no sidewalk riding zone be expanded? Circle

YES 14 NO 11 Why?

More pedestrians, more resident downtown than ever before. Bikes/skateboards in street will also slow traffic and much safer place.

I hear lots of concerns from long term downtown residents. While I am not clear fears are realized, it seems safer to me to require bicyclists and skateboarders to ride on streets.

Because it is dangerous for walkers to have bikes on sidewalks! Enforce the current code in downtown. Put up signs. Folks don’t know about the law. Keep the bike cops off the sidewalks too. It sets a bad example.

I would choose no if it was A/C option because 13th and Olive has 1300 students trying to get to campus and these would make it more difficult.

Student housing in downtown Eugene is now and will continue to be an issue in the future. Students should not have to walk three blocks to get out of a no riding zone. They could be late to class or rush to class and get hit by a car/bus etc.

Downtown streets are usually congested with little room for a “vehicle” ie. Bicycle. Let bikes behave as the law presides, as an automobile. The downtown core should be expanded as to prohibit bikes.

Too risky for pedestrians of all ages-particularly adult holding the hand of a youngster and the elderly or infirm, wheelchairs, walkers, crutches, pedestrians.

Because I ride my skateboard all around downtown and I have not once hit a person on a skateboard. Skateboarders are currently limited to where they go.

I personally cannot afford lights so riding in the street is illegal.

Already too restrictive. Changes made when pedestrian mall removed left downtown difficult for bicycles. Have you biked on Olive, Willamette or Pearl Street: “Bike Lane” right in the middle of traffic, what were they thinking?!!! is way too dangerous, so I often use sidewalks and would be willing to challenge my right in court. Bicyclists should be allowed to ride on sidewalks if they respect pedestrian’s safety—and we need safety too! Many of the Alley’s I used to use as safer alternatives have now been “vacated” by businesses, alleys that should have remained public. The Capstone closing of 12th for several months restricted out options. I did ride near the senior housing, but respectfully, would not normally do this.

Many more skates and cyclists coming to downtown, more crowding.

Need to enforce where they are a threat to frail/elderly people especially Olive Plaza and Eugene Hotel.

There is no reason to expand it. It already causes issue and concern.

Because it limits the trip thru town and really causes problems.

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What should the boundaries be? See Zone Map

Remain the same

Alternative A – Charnelton, 6th, High, 13th (5)

Alternative B – Charnelton, 6th, Pearl, Broadway, 11th, Willamette, 13th (3)

Alternative C – Charnelton, 8th, High, 13th (5)

A different boundary? Describe below

It seems to me that there is a solution that accommodates everyone. If we consider a skateboard a bike, and add bike lanes to the area where sidewalk riding is illegal, the problem wouldn’t exist. Yes, adding bike lanes will take some thought, time and money, but the end result would please everyone. The space just needs to be re-allotted.

I like Hybrid-either B but within the C northern boundary, or C total—only caveat for C is clear bike/skateboard path on 12th

City wide let the rude ride on the street. How much does a skateboard weigh? How hard is it to walk or bike?

Alternative B, but with the north boundary AT 7th, not including 7th.

Less at discretion of speed

Well actually, I am unsure. I do know that I favor clarity-for skateboarders and bicyclists, for law enforcement, etc. I do want the exclusion zone to encompass the Capstone apartment's area.

Should skateboarding continue to be prohibited between the Hult Center and the Hilton Hotel?

YES 11 NO 8

Yes; Only for calm travel, no tricks. But allowed for bicycling; and important route for travel.

Should children be allowed to bike/skate on the sidewalk in the prohibited areas?

YES 9 NO 8

Age?

Not sure; they are more likely than adults to run in to someone.

If they cannot ride safely on the streets, they should be with parents who can guide them on the street.

Proposal 3 – Allow skateboards to be ridden on city streets

Should skateboarders be allowed to ride on city streets?

YES 17 NO 4

If **NO**, what is your primary concern?

Skateboards should be encouraged as an active mode of transportation.

Safety to all others on the street

I can imagine the theoretical conflict over the limited amount of space in a bike lane-but frankly, any skateboarder likely to skate in the bike lane is probably travelling as fast as many bicyclists, so I doubt it would really be a problem. And requiring the same behavior as bicyclists (lights, obeying traffic signals) would make things safer for everyone.

Safety for cyclists

Safety for the skateboarder and the public. Skateboarders wear no P.P.E nor have any reflectors/lights. They have no effective braking system. I have lived in Chicago and the South Bay of LA. I have familiarity with the recklessness of skateboarders on the streets...it's a bad idea.

My experience to date: Skateboarders in bike lanes cannot be seen-dusk and at night. I have come across skateboarders in dark clothing, no rear reflective tape, and no red light. The same

goes for many bicyclists-street lights are few and far between. In daylight a boarder could trip and fall in the direction of a passing car.

What would be the rules for skateboarders? Are they to be treated as vehicles/human powered transportation or something entirely different?

City streets would be safer than city sidewalks for other users.

They should be treated as bicyclists' w/same applying rules.

A cautious yes. I am concerned about the judgment of riders on busier streets, but I like the idea as long as they follow bicycle rules. And education is a must so that skateboarders know the rules.

Skateboarding should be encouraged as an active mode of transportation.

Can Olive Street be reconfigured so that it doesn't keep shrinking and disappearing? The space for bikes?

Put Peel Street bike lane sensibly to the right.

What should the City of Eugene do to make it easier to bike and skateboard in downtown Eugene?

Skateboard education class? Basic skill building start/stop.

Enforce traffic laws; give citation!

If several complaints are coming from downtown then we should allow bikes/electric bikes/skateboards to be on the street with the same rules.

I would like to see downtown core for pedestrians exclusively. Bikes/skateboards should get off their wheels and walk. Safer for all users of our downtown.

Shared lane markings and signs. Outreach to educate motor vehicle drivers

Develop and educational campaign to raise awareness of the dangers and the law.

Enforce whatever laws are in place.

They should make it more difficult

Because a growing number of UO students and grad students are using skateboards for transportation.

Fix sidewalks/streets

Re-open the closed alleys at least for bikes, preferably for all of the public. These excuses that "bad things were happening there" are a red herring allowing people with money to steal public space.

Enforce laws against dangerous behavior (but not trivial illegal acts) for all modes

Make more bike lanes

Allow skateboards to be ridden on the streets and bike lanes. Skateboarders should have the same rights and responsibilities as bicycles.

There should be more bike lanes to allow transportation from A to B

Additional comments?

Build skateboarding language, messaging into existing maps, brochures, promo.

Interesting to find out how this and the 13th Street corridor study/next steps overlap.

Remove the crown from the white line (paint buildup) on the Lincoln Avenue bike lane

I am concerned that the electric assist bicycles could open the door to other motorized forms of transportation

Interesting that most accidents are occurring near campus and that these laws are not being looked at or addressed.

Both bikes and skateboarders need to have zones.

The majority of skateboarders will cause not any problems by riding in the street. The minority who may skateboard unsafely will do so no matter what the law says. Help the majority!

I feel limited currently to where I can skateboard

Lights for the streets should be fine

The _____ most take into aren't potential visitors for Bethel, Santa Clara, Gilham, Churchill, etc. who driving is the only viable option for those who cannot wait for LTD or don't have money to spend on a bike. This can't be a South Eugene downtown for all of us to use.

I now, after the meeting am in favor of treating skateboarders the same-- in all respects-- as bicyclists.

Eugene needs to follow the state regulations for skateboards. Other cities have, why not Eugene?
